

Local Matters.

Tuesday Morning, February 22, 1859.

El persons are reported not to purchase papers from our regular carriers. The papers do not bring them; they are not worthy to sell, and a short span over our subscribers.

J. J. Cuthman and Wm. Ward, editor of the *Franklin Star*, called on us yesterday.

H. McClellan, Esq., United States Marshal of West Tennessee, is at present in the city, on business.

The evening of Saturday last was very stormy, and especially, the dashing rain, the loud and frequent thunder, and the angry, gleaming lightning were appalling.

In consequence of the lines being down last night, we did not this morning to present our usual salutation, "Good evening" to all our friends.

A small fight occurred on board the Simonds packet on Wednesday, with that men's favorite, Capt. J. T. Smith, in command.

The two combatants had just secured their seats when the boat struck a broad stone.

The Admiral, Capt. T. J. Woods, King, Hartman & Hayman, agents, leaves for White river at 6 o'clock—an admiral boat.

Capt. King's Arkansas Traveller is advertised to start at 4 o'clock this afternoon, for Little Rock. King, commander, Hale, clerk, Hartman & Hayman, agents.

The Kate Fisher, Capt. McManus, is the vessel which has been engaged in the dangerous and difficult navigation of the Mississippi, and is recognized in Memphis. The Kate carries less, low, work of the finest quality, and beat arranged gallery in the state.

The Cate, Capt. Elliott's next boat, is advertised for Nashville at 12 o'clock noon.

Capt. Elliott and Norwell, the clerks, are the right kind of fellows.

The Arkansaw Grindale is in port and will leave tomorrow for Cincinnati. Captain Butler and Mr. Peppes, the clerks, are officers to travel with.

Wurzburg, at Potter's, is again afloat.

Black River, the light, though straight and slender Melora, Capt. Jim, is the boat to-day. She leaves at 3 o'clock in the afternoon.

She is a neat, comfortable boat, and her officers treat their passengers well.

King, Hartman & Hayman, a letter dated

February 10, 1859, states that the delay

was caused by the amount of water lying in the low grounds between Madison and Clarendon, owing to the heavy rains; in some places

the water was five feet deep. L'Anglais was very high.

Overland.—The California mail due on Sunday night got in last evening. We owe the gentlemen who brought our packages and the company a debt of gratitude.

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the water was five feet deep. L'Anglais was very high.

DESTRUCTION OF THE COAST BY A TORNADO.—SEVEN LIVES LOST.—At half past six o'clock on Saturday night, the stern-wheel steamer Coast, Capt. G. K. Bennett, and a crew of ten, was lost in the St. Francis river, near Arkansas City.

It was a violent and sudden tempest,

and the boat was never seen again.

The crew were all lost.

It is believed that the boat was driven

up the river by the wind, and was dashed

against a rock.

The St. Louis Republican, of February 19, reports:

The river here is rising rapidly. In the twenty-four hours ending at dark last evening it rose about four feet, and the whole river was about twenty-eight inches.

The last boat from below report-

ed that the river was at the St. Francis river, loaded with sixty barrels of wheat, forty-five sacks of flour, and twenty barrels of meal, a hundred and fifty bags of salt, some

bagsheeds of sugar, a quantity of hardware, a lot of dry goods, boxes of hardware and wood, and a quantity of cotton.

The whole is believed to be saved.

The boat was owned by Messrs. Cook & Wiltz, of this city.

It was a new and strong vessel, and

had been thoroughly repaired. She was worth seven thousand dollars, and was insured for \$2,250 in the Quaker City, and \$2,500 in the Commonwealth, Putnam & Cooks are the owners.

At the time of the accident, she was

about a mile above the mouth of the river, when she struck a rock.

The boat was lost.

It is believed that the crew were

all lost.

The St. Louis Daily Democrat, of

February 19, says:

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